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COUNTY BOROUGH OF GREAT YARMOUTH

REPORT OF THE PORT MEDICAL OFFICER

1970

The Report of the Port Medical Officer

PORT OF GREAT YARMOUTH

INTRODUCTION.

This was the first complete year in which a member of the staff was engaged full time on Port Health duties. A major part of the work consisted of the inspection of vessels for the issue of deratting exemption certificates and owing to the greater number of ships visiting the port, a record number of 100 certificates were issued during the year. A large number of these certificates were issued to vessels associated with the oil and gas industry in the North Sea. There was also a large increase in the number of vessels inspected for other purposes. Activity in the port remained at a high level owing to the continued use of the port as a supply base for the oil and gas industries and to some increase in the amount of food imported by container vessel services.

This report is compiled in accordance with the Ministry of Health Circular 33/52. Additional information required in this quinquennial report is set out in Sections V, VIII, XIV, XV and XVI.

Section I — STAFF

TABLE A.

Name of Officer	Nature of appointment	Date of appointment	Qualifications	Any other appointments held
R. G. NEWBERRY	Port Medical Officer	1.7.68	M.B., B.S. D.P.H.	Medical Officer of Health, County Borough of Great Yarmouth.
W. STEWART	Deputy Port Medical Officer	21.10.68	M.B.E., M.B., Ch.B., D.P.H.	Deputy Medical Officer of Health, County Borough of Great Yarmouth.
F T. PORTER	Port Health Inspector	3.3.64	Cert. S.I.E.J.B. and Inspector of Meat and Other Foods	Chief Public Health Inspector, County Borough of Great Yarmouth.
R. S. R. COLEMAN	Deputy Port Health Inspector	10.6.64	Cert. S.I.E.J.B. and Inspector of Meat and Other Foods	Deputy Chief Public Health Inspector, County Borough of Great Yarmouth.
E. A. GOFFIN	Technical Assistant	19.5.69	B.O.T. Master's Certificate	None

Section II — AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR

The following table shows the amount of shipping and tonnage arriving at the Port during 1970.

TABLE B.

Nos. of Foreign and Coastwise Shipping		Net Registered Tonnage	Number inspected By the M.O.H. By the Inspectors		No. of Ships reported as having infectious disease on board
Laden	1,534	516,270			
Ballast	158	39,002			
Repairs & Refuge	7	1,605			
Supply Vessels	2,604	441,084			
Totals	4,303	997,961	6	649	Nil

Section III — CHARACTER OF SHIPPING AND TRADE DURING THE YEAR

PASSENGER TRAFFIC.

There were no “passengers only” vessels operating from the port during the year but one cargo container vessel had a certain amount of passenger accommodation for persons wishing to cross the North Sea. Many of the passengers were executives, technicians and businessmen involved in the North Sea Oil and Gas industry who use supply vessels for this purpose. Other types of passenger included the drivers of container vehicles entering the port with their vehicles to deliver cargoes to destinations in this country.

The number of passengers travelling in and out of the port during 1970 was as follows :—

	British	Aliens	
January :	291	154	Inwards
	30	64	Outwards
February :	114	130	Inwards
	33	85	Outwards
March :	122	137	Inwards
	53	84	Outwards
April :	176	220	Inwards
	76	104	Outwards

May :	276	224	Inwards
	96	109	Outwards
June :	257	321	Inwards
	112	115	Outwards
July :	128	263	Inwards
	64	122	Outwards
August :	283	325	Inwards
	129	155	Outwards
September :	243	325	Inwards
	122	155	Outwards
October :	163	175	Inwards
	83	126	Outwards
November :	122	34	Inwards
	126	67	Outwards
December :	116	118	Inwards
	22	77	Outwards
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TOTAL	3,237	3,686	
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TOTAL : British and Aliens Inwards : 4,717

British and Aliens Outwards : 2,206

Some passengers who entered the country through this port left either by another port or by air services.

CARGO TRAFFIC.

The amount of cargo traffic handled in the port was similar to last year and the activity connected with the North Sea Gas industry continued. The following table gives details of the quantity and nature of cargoes handled in the port as recorded by the Port and Haven Commissioners, to whom I am indebted for the information :—

FOREIGN IMPORTS

Fruit and Vegetables	31,340 tons
Grain :	
Wheat	16,063 tons
Maize	6,315 tons
Barley	751 tons
Others (Meal, etc.)	27,694 tons
Beverages (Beer, Wines, etc.)	476 tons
Groceries	50,521 tons
Timber	45,282 tons
Wood Pulp	13,508 tons
Iron Ore	472 tons
Fertilizer	35,164 tons
Chemicals	36,772 tons
Steel	2,947 tons
Machinery	2,442 tons
Others	35,577 tons

FOREIGN EXPORTS

Groceries	19,411 tons
Waste Paper	3,326 tons
Scrap	23,333 tons
Chemicals	10,575 tons
Iron and Steel	5,826 tons
Machinery	13,601 tons
Glass	11,603 tons
Caravans	2,368 tons
Livestock :	
Cattle	8,370 head
Sheep	10,669 head
Ponies	342 head
Pigs	604 head
Horses	61 head

COASTWISE IMPORTS

Grain	9,238 tons
Clay	351 tons
Petroleum :	
Gas Oil	93,056 tons
Britoleum	13,478 tons
Spirit	65,893 tons
Kerosene	17,409 tons
Crude Oil	460,444 tons
Others	2,387 tons

COASTWISE EXPORTS (Various)	474 tons
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NORTH SEA EXPLORATION (SUPPLY) INWARDS

Chemicals	2,583 tons
Cement	122 tons
Drilling Equipment	7,002 tons
Steel Pipes	3,254 tons

NORTH SEA EXPLORATION (SUPPLY) OUTWARDS

Chemicals	29,315 tons
Cement	9,693 tons
Drilling Equipment	20,047 tons
Steel Pipes	6,467 tons
Salt	7,517 tons
Others	561 tons

Various cargoes were also transported by vessels on the River Yare to and from the Norwich area.

PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE.

Belgium—Antwerp, Ghent.

Denmark—Fredricksund, Copenhagen.

East Germany—Rostock, Wismar, Stralsund.

West Germany—Hamburg, Bremen, Cologne.

Finland—Kotka, Abo, Kemi.

Holland—Rotterdam, Amsterdam, Scheveningen, Maisluys.

Norway—Christiansund, Oslo, Trondheim, Drammen.

Sweden—Kalmar, Gothenburg, Larvik.

Poland—Stettin.

Section IV — INLAND BARGE TRAFFIC

There was no inland barge traffic during the year

Section V — WATER SUPPLY

(1) Source of supply for the District and Shipping.

Water supplied to shipping in this Port comes from the town's main supply. This is provided by the East Anglian Water Company who have an intake at Horning on the River Bure. Treatment is carried out by that Company and routine samplings show that the water is of a consistantly satisfactory quality. Vessels using the Port obtain water from hydrants situated at various points on the quay of which 42 are on the east bank of the river and 18 on the west bank. Because vessels supplying north sea oil rigs require large quantities of water certain companies have constructed three water storage tanks in order to facilitate quicker loading. These tanks are maintained by and are the responsibility of the companies concerned.

(2) Reports on Tests for Contamination.

Information was received by the Department that a sample of water taken from a vessel by another Port Health Authority revealed contamination, but two bacteriological samples taken by this Department from the same vessel did not confirm this. Three bacteriological samples were taken at the beginning of the season from pleasure vessels serving refreshments to passengers, and these were reported to be satisfactory.

As a result of complaints from the crew of a North Sea rig of salty drinking water, five samples were taken from the vessels supplying water to the rig concerned, the water having been taken on from this Port. The results of the samples after chemical analysis showed contamination by sea water in three cases and that all the samples tasted stale.

Investigation showed that the supply ships concerned have cargo water tanks, sometimes connected to, and sometimes completely separate from, the crew's drinking water tanks. Although it is usual to cleanse frequently the crew's water tank this is not always the case with the cargo water tanks. Indeed, it was found that in certain cases these cargo tanks are also used as ballast tanks by taking in sea water when this is necessary. Notice was given to the firm concerned to cleanse and chlorinate the tanks in question before follow-up samples were taken.

(3) Precautions taken against contamination of hydrants and hosepipes.

The hydrants are operated by special staff employed by the East Anglian Water Company. A set routine of flushing and chlorine sterilization of the hydrant, standpipe and hoses is put into operation on each occasion before watering a vessel.

However, hoses used by the companies with the private tanks were seen on occasion to lack this protection from contamination. Notice was given by this Department to ensure proper cleansing and covered storage of the hoses used in watering their vessels.

(4) Water Boats.

There were no water boats in use in the Port during the year.

Section VI — PUBLIC HEALTH (SHIPS) REGULATIONS, 1952 - 1970

1. List of Infected Areas.

Information regarding ports in Europe and on the Mediterranean coast is extracted from the World Health Organisations' weekly list, and a copy of this information is forwarded by post to the Waterguard Office of the local Custom House.

2. Radio Messages.

(a) Arrangements for sending permission by radio for ships to enter the district — Although Great Yarmouth is not a radio transmitting port, radio messages can be sent to ships through the Humber or North Foreland transmitting stations.

(b) Arrangements for receiving messages by radio from ships and for acting thereon — Arrangements for the receipt of radio messages are the same as for transmission. The telegraphic address is Portelth, Great Yarmouth.

3. Notifications otherwise than by Radio.

Messages are received by telephone from H.M. Inspector of Customs and Excise.

4. Mooring Stations.

(a) Within the docks — A berth will be made available, its situation being subject to conditions prevailing in the harbour at the time.

(b) Outside the docks — Yarmouth Roads anchorage.

5. Arrangements for :

(a) Hospital accommodation for infectious diseases (other than Smallpox — see Section VII) Accommodation for infectious diseases other than smallpox is available at the West Norwich Hospital Isolation Unit.

(b) Surveillance and follow-up of contacts – The surveillance and follow-up of contacts would be undertaken by the Port Health Inspector under the direction of the Port Medical Officer.

(c) Cleansing and disinfection of ships, persons, clothing and other articles – In case of infectious disease, disinfection is carried out by the staff of the local authority. Persons are cleansed and clothing and other articles are disinfected as required under arrangements made by the local authority.

Section VII — SMALLPOX

(1) Under arrangements made by the Regional Hospital Board, smallpox cases would be admitted to Ipswich Smallpox Hospital, Foxall Heath, Ipswich, Suffolk (Tel. No. : Kesgrave 15).

(2) It has been agreed that the Ipswich Ambulance Service will undertake responsibility for all arrangements for transport of smallpox cases to hospital. Applications for transport would be sent to the Resident Medical Officer, St. Helen's Hospital, Ipswich (Telephone number Ipswich 77211). The Ipswich Authority is responsible for the vaccinal state of the ambulance crews.

(3) Smallpox consultants available :—

Dr. W. A. Oliver, Norfolk and Norwich Hospital, Norwich.

(4) Specimens for laboratory examination will be sent to the Virus Reference Laboratory, Central Public Health Laboratory, Colindale Avenue, The Hyde, London, N.W.9.

Section VIII — VENEREAL DISEASE

Great Yarmouth V.D. Clinic is situated in Churchill Road, and sessions at which merchant seamen can attend are held as follows :—

Mondays — 9.30 a.m. - 12 noon.

Wednesdays — 3.0 p.m. - 6.30 p.m.

In-patient treatment when required would be carried out under arrangements with the Regional Hospital Board.

Masters of vessels are requested to report any cases of venereal disease among the crew, and advice is given as to when and where treatment may be obtained. Information slips regarding the clinic are issued to masters and ships' agents.

Section IX — CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES IN SHIPS

TABLE D. — Nil.

There was no evidence of any notifiable disease occurring in any vessel entering the Port during the year. Information regarding the health of the crew is obtained during routine inspection and vaccinal

states are checked. As a result of these checks thirty-four members of crews of various vessels were re-vaccinated. Requests were made for cholera injections and this was arranged for seven crew members.

Section X — OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS

No known cases of malaria occurred among crews of vessels entering the Port during the year.

Section XI — MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE

No ships infected with or suspected for plague entered the Port.

Section XII — MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS

(1) Procedure for inspection of ships for rats.

Since the appointment of a member of the staff on full time Port Health duties practically all ships entering the port received a routine inspection when the validity of the deratting certificate is checked. The demand for the renewal of deratting exemption certificates by Masters or Agents exceeded all expectations, and one hundred exemption certificates were issued during 1970. A contributory factor in this demand being the use of this port as a home base for a number of vessels involved in the North Sea Gas and Oil industry.

Before a certificate is issued, the accommodation of the vessel concerned is inspected for rodent indications and possible harbourage in the structure or equipment. Certain measures to reduce harbourage were carried out in a number of vessels where certificates were renewed.

(2) Arrangements for the bacteriological and pathological examination of rodents.

Specimens for this purpose would be submitted to the Norwich Public Health Laboratory but no rodents were sent for examination during the year.

(3) Arrangements for the deratting of ships.

No deratting certificates are issued as Great Yarmouth is not a designated port for this purpose and any vessels requiring such certificates are directed to the nearest designated approved Port. Treatment for rodents aboard a vessel is carried out as a temporary measure by the Rodent section of this Department under the supervision of the Port Health Inspector. This is normally done where infestations of mice are found.

(4) Progress in rat-proofing of ships.

Inspections on the latest designed vessels using the Port has shown that their structures are of a basic rat proof design although misuse of storage facilities by crews and the use of the ship has resulted in certain measures being requested by this Department. Any defects in the structure of old vessels is brought to the attention of the Master and the owners.

TABLE E.

Mice were discovered in two ships but no rats were found in any vessel. Once again the black rat appeared to be absent from the Port area, but 280 brown rats were estimated to have been destroyed by the Department's rodent staff in docks, quays, wharfs and warehouses.

TABLE F.

1. As Great Yarmouth is not a designated approved port, no Deratting Certificates were issued.

2. Great Yarmouth is approved for the issue of deratting exemption certificates and the number issued during the year was 100.

PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING) ORDER, 1951.

As a result of requests and routine inspection of the smaller coastwise vessels rodent control certificates were issued after a detailed inspection of the accommodation and structure.

Number of Rodent Control Certificates issued in accordance with the above-mentioned Order – 10.

Section XIII — INSPECTION OF SHIPS FOR NUISANCES

Most ships entering the Port were the subject of public health inspection by this Department and the majority of vessels were found to have a reasonably high standard of hygiene. However, a number of sanitation defects were discovered as follows :—

Defect	No. of Instances
Refuse on deck	3
Unfit food in crews' food store	1
Oil leak to Galley stove	1
Unclean crews' quarters	1
Accumulations of soot in galley and crews' quarters	1
Unclean ships hold used for transporting food stuffs	1
Grease and fat on galley floor	1
Defective pump to W.C. flushing tank	1
No proper department for Elsan closet	1
Unsatisfactory and blocked crews' toilets	2
Infestation with mice	2

In the case above in which the ship's sanitary accommodation was blocked, investigation revealed that this was caused by the vessel being overloaded thus bringing the out-let to a sufficient depth below the waterline to create back pressure. This cleared itself after unloading. Except in cases where the vessel sailed before a re-check, the other defects were rectified after notice to the Captain or owner and the following table shows the number of inspections and the number of notices served.

TABLE G.

	No. of inspections	Informal Notices served	Result of Notices served
British ships	233	22	9
Foreign ships	416	13	11
British Fishing Vessels	—	—	—
Total	649	35	20

Section XIV — PUBLIC HEALTH (SHELL-FISH) REGULATIONS, 1934 AND 1948.

There are no shell fish beds within the Port area.

Section XV — MEDICAL INSPECTION OF ALIENS

Great Yarmouth is not an approved Port for the landing of aliens

Section XVI — MISCELLANEOUS

DEATH ON BOARD SHIP.

Should a death occur on board a ship in the Port the body will be removed to the mortuary and arrangement for interment made according to circumstances. One vessel was ordered to Yarmouth during the year where the body of a member of the crew was landed. The case was one of suicide.

UNLOADING NUISANCE.

One vessel unloading potash on a section of the Quay in close proximity to housing was the subject of complaints made to the Department. The dust nuisance was caused by cranes lifting out the powder from the hold of a vessel during high winds. As this had been the subject of complaints in the past arrangements were made with the Port and Haven Commissioners to ensure that all future ships carrying cargoes of this nature be allocated a berth in the Port away from housing.

NOISE ABATEMENT ACT, 1960.

Complaints were made to the Department regarding noise caused by the unloading of a container vessel which berths at 2 a.m. The complaints were received from the occupants of houses on the opposite side of the river and observations were carried out with the use of a sound level meter during the period of the unloading operations. As a result of these and other investigations it was considered that the volume of noise was not sufficient to have been regarded as a nuisance under the above-mentioned Act. The noise from the generator motors and ships engines was of a lower level than night traffic using the main road between the houses and the river but the Manager of the firm operating the vessel in question was requested to arrange for the noise from the unloading operations to be reduced as far as possible.

FOOD INSPECTION

PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937-1968

Three firms continued to import food through the port in increasing quantities during the year. The majority of the foodstuffs enter on two container vessels, and one of the firms concerned is considering the operation of a sister ship to the existing vessel thus enabling two vessels to operate daily between this port and Holland. The large warehouse storing the considerable quantities of food is to be increased in capacity to take additional foods brought by the extra service. The daily service allowed for the continuation of the trade in fresh sea fish from Holland. This fish arrives packed in ice in insulated containers and inspection has shown that the quality is of a satisfactory standard for delivery to London and local fish markets. Fresh lettuce, tomatoes, cucumbers, cabbage, onions, grapes, oranges and grapefruit also arrived daily, most for destinations further inland.

Twelve samples were taken for examination by the Public Analyst but no significant amount of chemical or pesticide residues were discovered. The main bulk of the imported foods consisted of tinned goods, mainly meats, such as cooked hams, luncheon meats and chicken. However, lard, butter, cheese, tinned fruits, and other grocery items increased during the year. Inspections carried out resulted in small quantities of the following imported foods being surrendered to the Department as unfit for human consumption :

Spanish Onions	Tinned Hams and Shoulder Hams
Dutch Cucumber	Tinned Pineapple
Melons	Tinned Chicken
Peaches	Tinned Chopped Ham and Pork
Apples	Irish Stew
Oranges	Jars Beetroot
Tinned Tomatoes	Pkts. Lard
Tinned Blackberries	

Unfitness of vegetables and fresh fruits was mainly due to bad storage and handling, thus causing bruising and decomposition. In the canned and packeted foods, the main reason for unfitness was due to damage and contamination during the loading, although some items were the subject of unsoundness caused by manufacturing faults.

The disposal of these foods was supervised by this Department and the usual method of staining and burial on the Council's refuse tip was arranged.

Notifications were received from various ports during the year of uninspected consignments of foods to local firms, and these were inspected when necessary. One consignment of Dutch Frozen Whole Egg came through the port.

The number of inspections of imported food carried out by the Department during the year was 179.

Routine samples of imported foods were submitted to the Public Analyst and the following table shows the details :—

Food	No. submitted	Result of Analysis
Pickled Whole Baby Beetroots	1	Genuine
Stewed Apples	1	Genuine
Chopped Ham with Pork	1	Genuine
Pork Luncheon Meat	2	Genuine
Dutch Lard	1	Genuine
Evaporated Milk	3	Genuine
Pasteurised Whole Hen Egg Powder	1	Genuine
Chopped Pork with Cereal	1	Genuine
Boneless Skinless Ham	3	Genuine
Mandarin Oranges	2	Not genuine
Cooked Ham in Natural Juices	2	Genuine
Cooked Young Chicken in Jelly	3	Genuine
Dutch Cheese	1	Genuine
Chicken Supreme with Rice	1	Genuine
Irregular Yellow Cling Peach Slices	1	Genuine
Bulgarian Peeled Tomatoes	1	Genuine
Butter	1	Genuine
Chicken Filletts in Jelly	2	Genuine
Cooked Ham	1	Genuine
Dutch Lettuce	2	No significant amount of pesticide residue present.
Dutch Onions	1	
Dutch Cucumber	2	
Dutch Cabbage	1	
Dutch Tomatoes	1	
Spanish Grapes	2	
South African Oranges	2	
Cuban Grapefruit	1	

The tins of Mandarin Oranges were found to have a lower drained weight than declared giving too little fruit and too much syrup. Consultation with the Importer resulted in action being taken by the canning factory in Formosa.

